

Message Text

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ACTION EB-08

INFO OCT-01 AF-10 ARA-06 EA-07 EUR-12 NEA-10 IO-13

ISO-00 PM-04 NSC-05 SP-02 SS-15 CIAE-00 COME-00

DODE-00 DOTE-00 FMC-01 INR-07 NSAE-00 CG-00

DLOS-09 OES-06 XMB-02 OPIC-03 AGR-05 L-03 FRB-03

OMB-01 ITC-01 USIA-06 AID-05 LAB-04 OIC-02 SIL-01

STR-04 TRSE-00 CEA-01 /157 W

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LIMITED OFFICIAL USE SECTION 1 OF 2 GENEVA 3038

E.O. 11652: N/A

TAGS: UNCTAD, EWWT

SUBJ: UNCTAD 8TH SESSION, COMMITTEE ON SHIPPING, GENEVA,

APRIL 12-22, 1977

SUMMARY: EIGHTH SESSION UNCTAD COMMITTEE ON SHIPPING ENDED
WITH ADOPTION OF FIVE RESOLUTIONS AND THREE DECISIONS
ACCEPTABLE TO GROUP B AND UNITED STATES GOVERNMENT.
END SUMMARY.

1. THE SESSIONAL COMMITTEE EXPEDITIOUSLY DISPENSED WITH
ITEMS 6, 8 AND 11. ITEM 6 (PORT PROBLEMS): THE
SECRETARIAT POINTED TO THE PROBLEM OF FINANCING TASK FORCES
TO ASSIST GOVERNMENTS IN OVERCOMING PORT CONGESTION
AND PROPOSED THE CREATION OF A TASK FORCE TRUST FUND TO
BE FINANCED VIA EXTRA-BUDGETARY CONTRIBUTIONS. DOCU-
MENTS 166 AND 167 DEALT WITH "BENEFITS FROM PORT
IMPROVEMENTS" AND "CAUSES OF INCREASES IN PORT COSTS
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AND THEIR IMPACT", AND LED TO A DISCUSSION OF THE
IMPACT OF PORT COST INCREASES ON FREIGHT RATES. GROUP B,
SUPPORTED BY GROUP D, STATED A WILLINGNESS TO CON-
TRIBUTE TO AN EFFORT TO RESOLVE THE PORT CONGESTION
PROBLEM AND GENERALLY ENDORSED THE TASK FORCE CONCEPT
BUT EXPRESSED DIFFICULTY WITH THE FUNDING SCHEME. G-77
PUSHED FOR THE TRUST FUND AND TABLED A RESOLUTION

(DISCUSSED BELOW) TO THAT EFFECT.

ITEM 8 (TECHNICAL AND FINANCIAL ASSISTANCE IN SHIPPING AND PORTS): DOCS 161, 163, AND 164 WERE INTRODUCED WHICH, INTER ALIA, CALL FOR SETTING UP AN INSTITUTIONAL FRAMEWORK FOR OBTAINING AND PRESENTING TO DEVELOPING COUNTRIES, ON A SYSTEMATIC BASIS, THE INFORMATION ON POSSIBLE DONOR SOURCES OF PARTICULAR TYPES OF TECHNICAL ASSISTANCE IN SHIPPING AND PORTS ("INFORMATION SERVICE"). G-77 SAID THERE WAS A NEED FOR UNCTAD TO ESTABLISH AN INFORMATION SERVICE IN ADDITION TO IMCO WORK IN THIS AREA AND THE SECOND OF TWO SESSIONAL RESOLUTIONS TO THIS END RESULTED WHICH HAS THE INFORMATION SYSTEM HANDLING INFORMATION ON FINANCE FOR SHIP ACQUISITION AS WELL. GROUP B REFERRED TO IMCO SEC GEN SPEECH TO THE EFFECT THAT THIS PROPOSAL "IMPINGES UPON IMCO'S ONGOING AND COMPREHENSIVE TECHNICAL COOPERATION ACTIVITIES," AND CLAIMED THAT THE EXISTING FRAMEWORK OF INTERNATIONAL FINANCE INSTITUTIONS WORKED SATISFACTORILY. GROUP D STATED THEY ASSISTED UNDER BILATERAL AGREEMENTS AND DID NOT SEE ANY USEFUL ROLE OF AN INFORMATION SERVICE WHICH MIGHT DUPLICATE IMCO AND UNDP FUNCTIONS. (SEE RESOLUTIONS, BELOW).

ITEM 11 (TREATMENT OF FOREIGN MERCHANT VESSELS IN PORTS): GROUP B AND SOME G-77 SUPPORTED EXPORTS TO ELIMINATE THE PROSPECT OF ANY IMMEDIATE UNCTAD WORK IN THIS AREA BECAUSE OF IMCO AND LOS INITIATIVES ON THE SUBJECT. GROUP D RECOMMENDED A STUDY AND G-77 REQUESTED THE LIMITED OFFICIAL USE

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SECRETARIAT TO KEEP A HAND ON IT, BUT NOTHING WILL OCCUR WITHIN UNCTAD AT LEAST UNTIL THE NINTH SESSION WITH THE POSSIBLE EXCEPTION OF THE PREPARATION OF A GUIDELINE.

2. PLENARY (PART II). SUBSTANTIVE DISCUSSION IN PLENARY CONCLUDED WITH A STRONG DECLARATION URGING EARLY IMPLEMENTATION OF THE CODE, VICE A DRAFT RESOLUTION. CONSEQUENTLY, US DEL AND GROUP B MADE NO INTERVENTION, NOR DID THE USSR IN SPITE OF AVERIN'S EARLIER REMARK IN PLENARY. AVERIN SUPPORTED GROUP D STATEMENT ON THE CODE WHICH STATES THE CODE IS A MAJOR ACHIEVEMENT OF UNCTAD AND SHOULD BE RATIFIED. THE COMMON THREAD IN THE G-77 POSITION WAS A PLEA FOR THE DEVELOPED GROUP B AND D COUNTRIES WHO VOTED FOR THE CODE TO BECOME CONTRACTING PARTIES. SIGNIFICANTLY, THE FRENCH DELEGATION SUGGESTED THE RECONSIDERATION OF THE TONNAGE REQUIREMENTS FOR BRINGING THE CONVENTION INTO FORCE OR EXAMINING THE POSSIBILITY OF IMPLEMENTING THE PROVISIONS OF THE CONVENTION ON A TRADE-BY-TRADE BASIS.

THE SECRETARIAT UNDERLINED THE CONCERN OF THE G-77 BY ACKNOWLEDGING THE FACT THAT BY THEMSELVES THEY WOULD FIND IT VERY DIFFICULT TO RECEIVE BOTH THE NUMBER OF COUNTRIES AND THE TONNAGE REQUIRED TO BRING THE CONVENTION INTO FORCE. FURTHER, SINCE THE LDC'S HAVE PROVIDED ALMOST 85 PERCENT OF THE NECESSARY NUMBER OF CONTRACTING PARTIES, IT SHOULD NOT ALSO BE EXPECTED OF THEM TO PRODUCE THE TONNAGE REQUIREMENT (WHICH APPEARS TO BE SOME FORM OF PERVERTED LOGIC).

3. ON WORLD DEVELOPMENTS (ITEM 3) THE LATE ARRIVAL OF THE 1976 "REVIEW" WAS SEIZED UPON BY GROUP B TO IMPORE THE LATE ARRIVAL OF DOCUMENTS IN GENERAL. OTHER GROUPS ALSO CASTIGATED THE SECRETARIAT IN THIS REGARD. OTHER THAN THE USUAL G-77 COMPLAINTS SUCH AS THE SMALL SHARE OF DEVELOPING COUNTRIES IN WORLD SHIPPING (THEIR BASIC BELIEF IS THAT FLAG-OF-CONVENIENCE LIMITED OFFICIAL USE

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TONNAGE INCREASE IS THE CASE OF LDC TONNAGE GROWTH PROBLEMS) AND SHIP FINANCE PROBLEMS, ET. AL., THIS WAS A NON-CONTROVERSIAL ITEM.

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4. CONSULTATION MACHINERY (ITEM 7) DISCUSSION FOCUSED ON THE NEED FOR STRONGER SHIPPERS' ORGANIZATIONS IN DEVELOPING COUNTRIES AND BETTER STATISTICAL DATA ON WORLDWIDE CARGO FLOWS, AND THE IMPORTANCE OF SHIPPING INVESTIGATIVE UNITS WAS STRESSED AS WELL AS THE ROLE OF COMMODITY GROUPS IN CONSULTATIONS.

5. PROMOTION OF MARITIME TRANSPORT (ITEM 10) PRODUCED COMMENTS TO THE EFFECT THAT THE REVISED STUDY IS STILL TO BROAD AND FAR-RANGING, AND DOUBTS WERE EXPRESSED THAT IT WAS POSSIBLE TO HARMONIZE SHIPPING POLICIES OF COUNTRIES WITH DIFFERENT ECONOMIC SYSTEMS AND THAT IT WAS IMPOSSIBLE TO GIVE DEFINITIONS OF DISCRIMINATION IN SHIPPING.

6. MARITIME TRANSPORT ASPECTS OF THE FOURTH SESSION OF THE CONFERENCE (ITEM 5): SEE DISCUSSION UNDER APPROPRIATE RESOLUTION (L.128).

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7. ECONOMIC CONSEQUENCES OF THE EXISTENCE OR LACK OF A GENUINE LINK BETWEEN VESSEL AND FLAG OR REGISTRY (ITEM 9): SINCE THE DOCUMENT (168) WAS RECEIVED JUST BEFORE THE OPENING OF THE SESSION AND LITTLE TIME TO REVIEW IN CAPITALS, GROUP B REFUSED TO TAKE A POSITION ON THE REPORT AND WAS SUCCESSFUL IN HAVING RELEVANT RESOLUTION (L.125) REPLACED WITH A MERE DECISION.

8. ISL (ITEM 12) THE COMMITTEE DECIDED THAT THE UNCTAD SECRETARIAT SHOULD PLACE BEFORE THE INTERNATIONAL CONFERENCE OF PLENIPOTENTIARIES THE REPORT OF THE FIFTH SESSION OF THE WGSL.

9. INSTITUTIONAL ARRANGEMENTS (ITEM 13): THE SECRETARIAT CLAIMED A NEED FOR AN INSTITUTIONAL ARRANGEMENT AT THE GLOBAL LEVEL (INSTITUTIONAL GAP) TO DEAL, IN AN INTEGRATED MANNER, WITH PROBLEMS AND POLICIES RELATING TO THE TRANSPORT CHAIN, ETC., AND IS SOUGHT TO EXPLICITLY INCLUDE EXPANDED "DE FACTO RESPONSIBILITIES" IN THE TERMS OF REFERENCE OF THE COMMITTEE ON SHIPPING. GROUP B SAW THIS AS A BUREAUCRATIC EMPIRE BUILDING TACTIC AND STATED THAT A REVIEW OF UN POLICY ON TRANSPORT SHOULD BE LEFT TO ECOSOC. GROUP D STATED THAT THERE WAS NO NEED TO CHANGE THE TERMS OF REFERENCE OF COS WHILE G-77, OF COURSE, SUBSCRIBED TO THE SECRETARIAT

POINT OF VIEW OF EXPANDING THE COS ROLE. ONLY DECISION
TAKEN WAS TO HAVE 17TH TDB REVIEW COS TERMS OF REFERENCE
IN LIGHT OF FUTURE ECOSOC DECISIONS, AND DID NOT MAKE
ANY RECOMMENDATIONS ON SYG COREA'S TRANSPORTATION
FOCAL POINT CONCEPT.

10. RESOLUTIONS: A TOTAL OF SEVEN RESOLUTIONS
(TWO FROM SESSIONAL) WERE TABLED, ALL OF WHICH BORE
THE IMPRINT OF ACTIVE SECRETARIAT COLLABORATION. IN
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ORDER OF AGENDA ITEM SEQUENCE, THEY WERE:

ITEM (3) WORLD DEVELOPMENTS IN SHIPPING, PORTS AND
MULTIMODAL TRANSPORT (DOC L.123);

ITEM (5) MARITIME TRANSPORT ASPECTS OF THE FOURTH
SESSION OF THE CONFERENCE (DOC L.128);

ITEM (6) PORT PROBLEMS (DOC L.2);

ITEM (7) EFFECTIVENESS OF CONSULTATION MACHINERY
(DOC L.124);

ITEM (8) TECHNICAL AND FINANCIAL ASSISTANCE IN SHIPPING
AND PORTS (DOC L.1);

ITEM (9) GENUINE LINK (DOC L.125); AND

ITEM (13) INSTITUTIONAL ARRANGEMENTS (DOC L.126).

11. COMPLETED AND APPROVED RESOLUTIONS WILL BE POUCHED
TO DEPARTMENT.SORENSEN

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Message Attributes

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Sent Date: 25-Apr-1977 12:00:00 am
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Decaption Note:
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Disposition Approved on Date:
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Disposition Reason:
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